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MR. WILSON ON THE STUMP

President Wilson, going on the stump in favor of national preparedness, will, of course, advocate his own kind of preparedness; any other President, responsible for the initiation of such a program, would do the same thing.

Therefore, it is highly desirable, in order that his attempt to arouse public opinion shall be successful, that he should be very certain that he is going to advocate measures that will most strongly appeal to the country.

Even so determined a peace-lover as Thomas Jefferson favored vigorous preparedness measures, but found it impossible to formulate them into national policy because of the differences of opinion in Congress, which reflected sectional and factional divergences.

There is grave danger at the present moment that that experience of more than a century ago may be repeated.

Failure in Jefferson's time to make proper preparation for defense, was responsible for the humiliations of the War of 1812.

Who can imagine what it would mean if today the disgraces of that war should be repeated in a war with a foreign power? Yet they might be repeated, on the scale of present-day development of this nation; and if so, no diplomacy would ever get us honorably out of the scrape, as the diplomacy of that period saved us from the consequences of our defeat in the War of 1812.

WANTED: THE TRUTH, HONESTLY TOLD

In all earnestness and sincerity, The Times asks that some member of Congress—preferably of the Senate—equip himself thoroughly and then, in a carefully arranged, simple, understandable speech, explain the legal, diplomatic, and historic aspects of the situation that will arise when the allies proclaim their blockade of the central powers.

There are several men in Congress competent to do this piece of work and do it right. We believe Mr. Lodge leads the list.

If Mr. Lodge would discuss the whole set of questions, with citations and quotations from authority and precedents, with explanation of the part that the United States has played in making world-law on this subject, with illustrations to show parallels and contrasts between present European conditions and those in other wars, it would be a real service.

Mr. Lodge could get a hearing; this discussion of this subject would be recognized as that of a scholar and a historian, as well as an international lawyer of repute. The whole country would get the chance to read and understand that which, judging by current comment, is all too little understood.

National opinion ought to be guided at this time by knowledge, not by prejudice. There is too much of the latter, played upon too successfully. Misleading assertion goes for fact, and downright dishonesty seems the rule of many writers and speakers pretending to give light.

NATIONAL PARK WONDERS

The zealous Department of the Interior, anxious to increase the popularity of our national parks and mindful that American travelers are especially susceptible to ruins, has up one (in the literal sense) in the Mesa Verde Park which promises to put to shame anything short of the Parthenon or the Temple of Karnak. Those who like a little antiquity with their sightseeing would do well to turn their steps in that direction straightaway.

Since 1300 A. D., according to the best calculation, a great hall with walls four feet thick has stood there upon the mesa. At some intervening time and for an inexplicable purpose his Temple of the Sun, for such it is taken to be, was covered with a huge mound. The Smithsonian Institution directed the opening of this and has issued a report of what it found.

Interesting things they were. The small prints of women's hands lay in the old, old clay mortar. Geometric designs of occult significance ornamented panels cut into the solid stone. "The importance of these incised figures," a report says, "lies in the fact that they seem to indicate an advance in architectural decoration not represented in other prehistoric buildings in the Southwest."

Through twenty-six rooms, circular rooms, square rooms, rooms with curved walls, rooms with doors in the roof, the scientists dug their way, unearthing the sacred treasures

of a gone and forgotten race. Stray tourists gazed and chatted as the monster relic of the past emerged from its grave and stood in some semblance of the form which it held when chanting thousands made obeisance at its altars.

That's what we have in our own Yankee line!

Latterly some conscientious persons have been trying to arouse interest in our magnificent national parks, beauty places without superior anywhere on the face of this globe. Probably what we need, along with praise of their natural attractiveness, is a great poet to sing of their romantic charms and of the mystic spirit breathed about them from the unknown past.

AND WASHINGTON THE VICTIM!

A statesman of some local distinction introduced the other day a bill to impose a tax of \$1 per gallon on every gallon of gasoline sold at 15 cents, and an additional tax of \$1 for every cent added to the price, above 15 cents.

This on the theory that the law of supply and demand can be repealed in an instant; that if Congress says gasoline shall not go up to 15 cents, it will remain forever below that figure, and the supply will be ample.

This measure suggests magnificent possibilities for the development of a new economic theory that will readily solve the problem of living costs. Almost everything is costing more than almost everybody likes to pay. Why not make an inventory of all the things folks use, and fix maximum prices beyond which it should be criminal to increase them?

Wheat, for instance, could be legislated down to, say, 40 cents a bushel; bread to 3 cents the loaf; the upset price on hogs should be 4 cents, and on bacon perhaps 9 cents. Nobody should charge more than \$13 for "any suit of clothes in the house," and brains should be marked down to, perhaps, 32 below zero.

If the farmers refused to raise wheat at these standardized prices, take the brutes out and shoot 'em. Likewise the butchers, bakers, candlestick makers, and sweatshop owners, if they didn't gladly produce their staples at the legal rates.

It is a wonderfully simple plan for revising the laws of commerce, industry, and finance.

How doubly fortunate is the city of Washington! Its government is dominated by the eminent statesman and economist whose mind gave birth to this wondrous program!

The Honorable Ben Johnson of Kentucky may be laughed at when he introduces a bill to tax gasoline \$1 a gallon for every cent its price goes above 15 cents. It is very funny. The newspapers write deprecating editorials about it; fellow-members of Congress apologize for such outbreaks of concrete foolery; the gayety of the nation is well-nigh revived, even in these gloomy times, by contemplation of the grotesque possibilities of American statesmanship.

But there is one body of people who can't afford to laugh, don't dare deride, must not permit the ripple of a risible. It would be dangerous.

For the statesman whose statesmanship is capable of producing such a monument of absurdity is the Chairman of the House Committee on the District of Columbia.

He governs Washington with all the intelligence, the breadth of vision, the grasp of fundamental economics that he brings to bear in his dealings with the gasoline question.

How would Congress like to have that sort of statecraft dominate its management of the nation? How would the Committee on Ways and Means, which continues Johnson as head of the Committee on District of Columbia, like to be held really responsible for making this man boss of Washington?

THE CASE OF MRS. PANKHURST

Mrs. Emmeline Pankhurst, arriving at New York the other day, was ostentatiously held up, denied admittance to the country on the ground that she was an undesirable alien, and put to considerable trouble and annoyance before the interposition of President Wilson ended her troubles.

She had been "convicted of crime" in England! The extemporized crime that Parliament manufactured in order to have a way to suppress militancy!

Mrs. Pankhurst had this experience once before. General Castro was the object of a bitter assault when he came here to travel; there was effort to bar General Huerta. In fact, any of the people who are really important enough in the outside world to have got their names in the papers, can generally be made trouble when they attempt to visit this country.

The "land of the free" lets in non-descripts so freely that it now possesses about 4,000,000 inhabitants who are not citizens, who belong to other countries, who seem to have no purpose of becoming citizens here.

But it has fine facilities for making a spectacle of itself when people of culture, position, and significance

attempt to get past the "undesirable alien" bar.

It would seem about time to inject some sense into the immigration inspection.

ADMIRAL FLETCHER ON THE NAVY

It is only fair to keep in mind that perfection is rare and that criticism is easy. Admiral Fletcher, commander of the Atlantic fleet, in the remarkable report on the work and condition of that organization within the last year, devotes himself more to criticism than to congratulation. There are many good things to be said about the navy. It is not a total loss without insurance. It has a body of officers and men equal to any in the world—in proportion, however, to very inadequate numbers. It is growing—but not fast enough. It has made in the last year a gunnery record of which the commander gives this summary:

This shows an average increase for the foregoing vessels of something over 30 per cent. The rules of the competition have varied from year to year, so that it is difficult to make an exact comparison with the work of preceding years, but, making due allowance for all changes, it is believed the scores recorded are higher than ever made before in the open sea.

An improvement of 30 per cent is excellent, provided it is improvement over a record previously good. The fact that so great an improvement could be accomplished in one year suggests that perhaps the point of beginning was not high; and Congressmen Gardner has brought to bear testimony which seems to bear out this suspicion. Comparison with gunnery results in other navies would be still more enlightening.

On the side of material, organization, the balancing of different factors, the supply of officers and men, the Fletcher report is assuredly far from gratifying. The essential parts of the document are printed, for the first time, in another part of this paper today. It is worthy of the most thoughtful attention by every person who has any possible interest, from whatever viewpoint, in the national condition of readiness to meet an enemy or to defend the country.

Admiral Fletcher makes clear one thing that has been many times urged heretofore: that there is not a proper relationship and balance between the various factors in the total of our naval power. There is pressing need of scout ships, of fast battle cruisers, of mine sweepers, of an aviation corps, of better facilities at the naval bases, of more target shooting at long ranges, of anti-aircraft guns, of a score of other absolutely essential elements in the equipment of a fleet for present-day, effective naval campaigning.

The cruisers are not fast enough. There are not enough experienced officers in any department of the service. The submarines, nowadays regarded rightfully as supremely important, get a pitifully bad character; they have not stood the test of service, and are hopelessly inadequate in number.

The Fletcher report impresses powerfully the conclusion that a general, complete, top-to-bottom overhauling of the navy is necessary, and must not be delayed.

HELPING MEN HELP THEMSELVES

So much good material was compressed in the two days' session of the National Civic Federation that not until full reports of the proceedings are published will all the addresses and reports be available for careful study. No one phase of that body's discussions was more significant than that bearing on welfare work among industrial workers, unless it was the discussion of preparedness. No consideration of the latter would have been complete without the former, for modern warfare points to one fact strongly: that industrial preparedness must go hand in hand with national defense. Some of the facts about the welfare work undertaken by employers for their employees were outlined by William G. Mather, of Cleveland, who has made a survey of progress in this line. He finds that the advance made since the beginning of the present century is amazing, and at the present rate the movement will gain a momentum which should satisfy the most ardent reformers.

Mr. Mather reported that more than 1,200 employers have undertaken welfare work on a large scale. Millions of employees receive the benefits. The work has extended to nearly all of the 200 recognized industries of the United States.

Many workers who are not so old can remember the time when washing, and even toilet facilities, were lacking in factories. They have lived to see progressive industries provide not only these, but shower baths, lunch rooms, see to it that the drinking water supply is pure, furnish rest rooms and roof gardens, encourage men to organize recreation and social clubs, have night schools, immigrant training classes, emergency and even general hospitals.

None of these ideas are any longer regarded as fads. They prevail pretty generally in the steel, agricultural implement, wine, garment, and cotton goods factories. They have spread so far through the industrial system that their existence is justified on the ground of good business instead of altruism. When a reform gets that far it needs no further nursing, only furtherance by education in its merits.

Not a Fleet At All.

The foregoing description of the shortcomings of the fleet is about the briefest possible statement in which could be demonstrated, on the best authority, the actual state of affairs. The fleet is not, in fact, a fleet at all, but a number of vessels, many of them antiquated, and many of them adapted to the requirements of the present, trying to operate together as nearly as possible like a real fleet. The fleet is not, in fact, a fleet at all, but a number of vessels, many of them antiquated, and many of them adapted to the requirements of the present, trying to operate together as nearly as possible like a real fleet.

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REPORT SHOWS U. S. HAS NO REAL FLEET

Amazing Conditions Brought to Light in Criticisms By Admiral Fletcher.

(Continued from First Page.)

This remarkable document, it seems to bear out the most severe criticism that has been directed against the condition of the navy.

Transmitting this report to the Senate, Secretary of the Navy Daniels sent a letter calling attention to the fact that the report was devoted mainly to criticism of the navy; many entirely satisfactory features were left unmentioned because it was not deemed necessary to point them out.

Many of Long Standing.

Mr. Daniels directed attention to the fact that the weaknesses and inadequacies of the fleet are in the main matters of long standing, some of which have already been corrected while others have been called to the attention of Congress because they could not be corrected without Congressional action.

Wherever the responsibility may lie, the fleet commander, Admiral Fletcher, reports that the navy is in a condition anything but satisfactory for all the types of service which it is called upon to perform.

Here is a paragraph from the admiral's report on the operations of the fleet: "The fleet is in a condition anything but satisfactory for all the types of service which it is called upon to perform. The fleet is in a condition anything but satisfactory for all the types of service which it is called upon to perform."

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One Year Ago Today in the War

The two gigantic armies were deadlocked in Flanders.

Russia claimed Austrian resistance was breaking in Hungary, and that the Russian advance was unchecked.

Allied aircraft bombarded the Krupp plant at Essen.

Germany planned a new invasion of Serbia with 80,000 men.

German War Minister von Falkenhayn, who succeeded von Moltke, resigned his post.

attached to the active fleet he kept fully manned, ready for any duty.

At the time of the report, the fleet was in a condition anything but satisfactory for all the types of service which it is called upon to perform. The fleet is in a condition anything but satisfactory for all the types of service which it is called upon to perform.

Great Difference Shown.

Here Admiral Fletcher inserts a table showing, rank by rank, the number of officers on each of these three battle-ships. The German vessel counts up fifty-four officers, the British fifty-three, and the American thirty-three.

A personnel board appointed on the Delaware in 1914 stated that the complement of officers necessary was fifty-four. A similar board, appointed independently on the sister ship North Dakota, reported that their complement should be fifty-five.

Admiral Fletcher, summarizing, finds that in officers of experience the Delaware has only half as many as the Bellerophon and only one-third as many as the Helgoland. In the total of officers the Delaware and Helgoland exceed the Bellerophon by more than 60 per cent.

"The shortage of officers," proceeds the admiral, "is not confined to the battle-ships, but exists in all types of ships. For instance, assigned to the important duty of guarding the Panama canal, there is a division of five submarines, each of which there is but one officer, and in four of these five the officer is a young man who has just recently graduated from Annapolis."

"In the recently completed battle of the Atlantic, the division commander made the following comments: 'At general quarters in the battle-ship Utah, a chief petty officer is in charge of one turret, an ensign is in charge of another. There are no officers in the turret room, and no officers in the turret room, and no officers in the turret room. There are no officers in the turret room, and no officers in the turret room. There are no officers in the turret room, and no officers in the turret room.'

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CONFEDERATE BODY

HONOR GENERAL LEE

Veterans' Association Holds Annual Reunion on Leader's Birthday Anniversary.

The signing of Southern medals and the funeral of General Lee, the Southern leaders marked the annual reunion of the Confederate Veterans' Association of the District of Columbia and the celebration of the birthday of Lee and Jackson.

The principal address was delivered by Congressman Thomas P. Blanton of Mississippi, who was introduced by Capt. Fred Beall. The musical number included "The Bonnie Blue Flag," solo, by Mrs. Marjorie C. Bowler; "The Little Breeze," solo, by Miss Lillian Chenoweth; "The Little Breeze," solo, by Miss Lillian Chenoweth; "The Little Breeze," solo, by Miss Lillian Chenoweth.

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